



STATE OF MAINE
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Title: Guidelines for TAMEing Process for Project Development Projects Issue Date: May 12, 2016

Discipline: Maintenance of Traffic

Originators: Traffic Engineering

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Background

Over the years we have heard complaints from the traveling public dealing with delays on construction projects statewide. The TAMEing process was developed under former Chief Engineer John Dority and is an acronym for Traffic Analysis Management and Evaluation. This process has been under constant change as we learn more about how construction projects impact traffic flow and to the extent to which it impacts. In the summer of 2014, traffic engineering did some ground truthing of proposed TAMEing plans to get some further feedback on issuing future TAMEing certificates. The feedback was used to further refine length of closures allowed at different AADT's.

Definitions

Project – Any defined scope with a WIN that is included in the work plan that requires a reduction in the number of through lanes.

TAMEing Committee – Committee comprised of the Chief Engineer, Director BPD, Asst. Director of BPD, Program Manager, State Traffic Engineer and Project Manager.

Overview

As a guide, a majority of the projects with AADT's less than 10,000 will most likely not cause issues. If the project you are working on has an AADT greater than 10,000, you should expect to have some type of TAMEing restrictions. Projects where AADT greatly fluctuates in the summer season or those with extreme differences in directional distribution of traffic should also expect to see restrictions. Projects that are borderline for daytime work, may see restrictions that limit the length of lane closures. Those restrictions could impact paving operations. The restrictions for length of lane closure for certain hours does not limit the Project Manager from allowing construction at other times (night time for example). It is meant to convey that at certain times of the day, in order to maintain less than 5 minute delays, that closure cannot be greater than the distances listed. **The Project Manager may want to initiate alternative restrictions beyond what has been put forth in the TAMEing.**

TAMEing Process

- TAMEing certs for Highway projects with PDR's should be 4 weeks prior to PDR, Highway Projects without PDR's and all Bridge projects should have requests in 10 weeks prior to advertising. Bridge projects can start the TAMEing process at PDR, but final cert will not be issued until the Project Manager completes the 105/1-7 specs as requested below. **The TAMEing Cert shall be requested by the Project Manager.**
- Fill out TAME request form, be as thorough as you can and include any restrictions, events or deals made with the municipality.
- Submit the forms to the Work Zone Safety Engineer.
- The Work Zone Safety Engineer (WZTE) will review request, evaluate traffic volumes and make recommendations to the PM for the 105/107 specifications.
- The 105/107 specs are required to help ensure that the contents of the TAMEing Cert are what is included in the contract book.
- Project manager drafts 105/107 specifications and sends to WZTE. WZTE drafts TAME certification and forwards to the State Traffic Engineer.
- State Traffic Engineer reviews the TAME Certification.
- **All** projects meeting the criteria in the chart below will need to have their TAMEing Certs discussed at the TAMEing Committee. Meetings are held once a month, traditionally the morning of the second Thursday of the month. These projects will have **DRAFT** TAMEing Certs issued to the Project Managers.
- The TAMEing Certs for TAMEing Committee discussion will be sent to the Committee and Project Managers on the Monday prior to the meeting. The State Traffic Engineer will be looking for consent from the committee members on the TAME Certs submitted. The State Traffic Engineer will ask the committee members at the meeting if the items on the consent list are approved or need to be discussed. Any project draft TAMEing Cert that does not get approved under consent or those that were deemed not to move forward under consent will be up for further discussion at the meeting. The individual Program Manager will decide which Staff are invited to attend the TAMEing Committee meeting.
- If a project does not need to go through the TAMEing Committee or has been through the TAMEing Committee and had the cert validated by the group, a TAMEing Cert is issued to the **Project Manager** as a PDF via e-mail.
- For complex projects, Traffic Engineering staff is available for discussion prior to requesting a TAMEing Cert. Contact the Work Zone Safety Engineer, Region Traffic Engineer and State Traffic Engineer for guidance for a Coach-point meeting to discuss TAMEing (**Program's discretion**).
- If there is still concern and additional discussion is needed on your project before requesting a TAMEing Cert, contact your Program Manager, they will decide if the project merits coming before the TAMEing committee for further discussions. The Program Manager will request that the project will be discussed at the monthly TAMEing meeting.
- The State Traffic Engineer will ensure that notes are taken and distributed to the affected parties listing action items and responsible parties for those action items.

It is imperative that the Project Managers do their due diligence when filling out the TAMEing Request Form; the information collected is used to determine TAMEing restrictions. Lack of information up front could result in additional construction costs if significant changes to the TAMEing Cert need to be made. The earlier the information is available and sent to traffic engineering, the more lead time Traffic Engineering will give the Project Manager for meeting their project schedules.

When Traffic Engineering is looking at a project in terms of TAMEing, hourly volumes collected by the Departments counting program are the key resource in determining whether or not restrictions are placed on any given project. Once hourly volumes in general reach 1,000 vph, one lane of alternating traffic will not work. That volume is lower when dealing with areas near traffic signals and could be lower in areas where we know there is an anomaly in the directional distribution of the traffic. Traffic engineering will also look at previous projects constructed in the area and make adjustments to the TAMEing conditions of prior projects based on results of what actually happened on those previous projects. The TAMEing restrictions imposed on a project are based on the assumption that 5 minute back-ups are acceptable. The 5 minute delay is the accepted stop time per work zone and not the cumulative delay for all work zones within the total project.

Some projects require complete closure of the roadway with detours, excessively long detours, those over 5 miles should have a user cost analysis to determine the cost to the traveling public. The Bureau of Planning is available to help define the user costs, see the Transportation Planning Division Director to schedule your project. The impact findings will be used in determining whether or not the complete closure is the selected maintenance of traffic control. The user costs will be weighed against potential cost savings, municipal and public input. The user costs are to be utilized as the basis for calculating any incentive/disincentives for the subject project.

Work Plan TAMEing Matrix for projects to be reviewed by TAMEing Committee #

AADT	Project On I-95 South of Orono	Project/work that closes road or bridge and Requires Detour	Project through a downtown or built up area	Project on Corridor Priority 1 or 2	Project on I-195, 295 or 395 or Route 1 between Bath (High St) and Brunswick (Maine St.)	Project in a high seasonal tourist area or with known heavy daily directional Traffic
<10,000	yes	No @	no	no	yes	Possibly
> than or equal to 10,000	yes	yes	yes	yes	yes	yes

ALL PROJECTS require TAMEing, the yes or no indicated on the Chart above are whether a project is required to go to the TAMEing Committee. A project manager or any member of the TAMEing committee may request that any project be acted upon by the TAMEing committee if they deem there are potential for issues with Maintenance of Traffic.

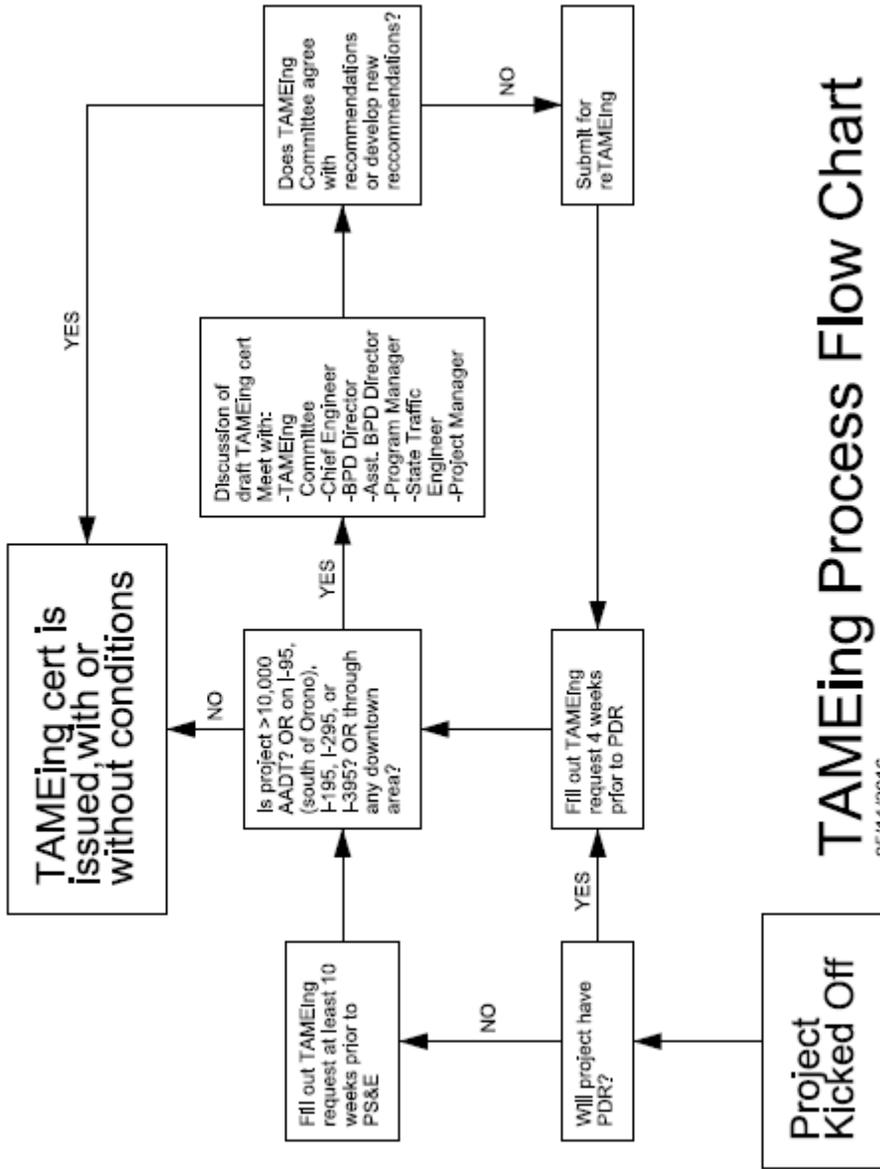
@ Projects with AADT's less than 10,000 and long Detours (those in excess of 5 miles) will need to go before the TAMEing committee.

TAME REQUEST FORM

WIN		PROJECT MANAGER	
TOWN(s)		ROUTE / ROAD NAME	
DATE SUBMITTED TO TRAFFIC		PS&E DATE (date TAMEing needed by)	
CONSTRUCTION YEAR		CURRENT AADT	
CORRIDOR PRIORITY	Choose an item.	PROJECT LENGTH	
CONSTRUCTION SEASONS	<input type="checkbox"/> Winter <input type="checkbox"/> Spring <input type="checkbox"/> Summer <input type="checkbox"/> Fall		
PROJECT DESCRIPTION	<input type="checkbox"/> Day Work <input type="checkbox"/> Night Work	Comments: (limits of work, type of work)	
PROPOSED MAINTENANCE OF TRAFFIC	Choose an item.	Comments:	
AGREEMENTS/PROMISES MADE TO MUNICIPALITY AND SPECIAL EVENTS			
KNOWN TRAFFIC GENERATORS			
SPECIFIC CONCERN LOCATIONS			

TAME RESULTS

MORNING RESTRICTION			
EVENING RESTRICTION			
MAX CLOSURE LENGTH		MIN LANE WIDTH	
ADDITIONAL COMMENTS (Number of lanes, pavement width)			



TAMEing Process Flow Chart

05/11/2016